

## **PROJECT COMMITMENTS**

Greensboro Eastern Loop from North of US 70 Relocation  
to US 29 North of Greensboro  
Guilford County  
WBS Element 34821.1.1  
**TIP Project U-2525 B**

**Current status, changes, or additions to the project commitments as shown in the environmental document for the project are printed in Bold Italics.**

### **Project Development & Environmental Analysis Branch and Roadway Design Unit**

Noise abatement measures will continue to be considered throughout the design phase of the project.

*NOTE: Based on the noise wall survey results, the noise wall at the SR 2827 (Four Mile Loop Road) – Relocated US 70(Burlington Road) interchange will not be built. Also, based on the noise analyses performed for the SR 2568 (Assembly Road) area at the US 29 interchange, the results showed that there are no anticipated noise impacts in accordance with NCDOT's Traffic Noise Abatement Policy. Noise abatement is not required for Quail Oaks subdivision.*

*NOTE: The US 29 interchange redesign developed in 2009 to avoid numerous impacts to Quail Oaks Subdivision was reviewed, and noise abatement is not required for Quail Oaks subdivision.*

*NOTE: The Kerenoff neighborhood service road redesign developed in 2011 was reviewed, and noise abatement is not required for Kerenoff subdivision.*

*Sidewalks will be incorporated into the project. Further coordination is needed with the City of Greensboro regarding the specific sidewalk locations. A municipal agreement will be executed for Greensboro's participation.*

*NOTE: According to NCDOT's Pedestrian Policy guidelines, any pedestrian facilities that the City of Greensboro wishes to incorporate into the project plans must be sent in writing to NCDOT by the Project Final Field Inspection (FFI) date.*

*NOTE: The City of Greensboro has verbally requested that sidewalks be incorporated into all proposed curb and gutter construction along –Y- lines. NCDOT will provide the City with cost estimates to initiate the municipal agreement process.*

### **Hydraulics Unit**

The final designs will be coordinated with appropriate state and local officials and the Federal Emergency Management Agency (FEMA) to assure compliance with FEMA, state, and local floodway and floodplain regulations.

*NOTE: Standard Commitment.*

The design of any necessary drainage structures at greenways will be coordinated with the Guilford County Parks and Recreation Department.

*NOTE: There are no greenways located within the U-2525 B project limits.*

Bridges will be considered during the design phase at major waterway and floodplain crossings.

*NOTE: Bridges span North Buffalo Creek, and the bridge at SR 2825 (Camp Burton Road) was lengthened to span an unnamed tributary of North Buffalo Creek and wetlands.*

### **Location and Surveys Unit**

Geodetic survey control monuments will be located during design, and the U.S. Coast and Geodetic Survey and North Carolina Geodetic Survey will be notified of their location.

*NOTE: Standard Commitment.*

### **Roadside Environmental Unit, Hydraulics Unit and Division 7**

NCDOT's "Best Management Practices for Protection of Surface Waters" will be implemented, where applicable, including hazardous spill catch basins in water supply watershed critical areas where the roadway crosses a water supply.

*NOTE: Standard Commitment.*

### **Geotechnical Unit and Division 7**

Any underground storage tanks discovered during construction will be reported to the North Carolina Division of Environmental Management.

*NOTE: Standard Commitment.*

### **Project Development and Environmental Analysis Branch**

Mitigation for unavoidable wetland loss will be provided through implementation of a wetland mitigation plan developed during the permitting phase of the project.

*NOTE: Standard Commitment.*

Recommendations to restore stream segments to resemble the destroyed habitat will be considered where practicable. Banks and beds of relocated channels will be stabilized with vegetation or other protective devices as practicable, including consideration of using logs to line banks.

*NOTE: NCDOT plans to use on-site stream mitigation, including relocation, restoration, and enhancement to offset unavoidable impacts to existing streams caused by the Greensboro Eastern Loop construction.*

*Surveys for small whorled pogonia will be required for U-2525 B due to the presence of potential, but limited, habitat. These surveys will be conducted within two to three years of the project Let date.*

*NOTE: Small whorled pogonia surveys will be conducted within the project area later this year (2012) in the appropriate season.*

*A combined Screening ICE and ICE Land Use Scenario Assessment will be completed prior to obtaining permits for the project.*

*NOTE: The ICE and ICE Land Use Scenario Assessment report was completed on October 30, 2009.*

*NCDOT will mitigate for all of the wetland and stream impacts contained within Quadrant D of the US 29 interchange including areas not directly impacted by construction.*

*U-2525 B and C will be permitted together using a phased permit. Preliminary plans for U-2525 C will need to be submitted when permit drawings for U-2525 B are submitted.*

## **Project Development and Environmental Analysis Branch and Division 7**

### **Historic Architecture Stipulations:**

1. *Recordation:*  
*Prior to the initiation of construction, NCDOT will record the existing condition of the Schoolfield-Hatcher Farm and its surroundings in accordance with the attached Historic Structures and Landscape Recordation Plan (Appendix A).*
2. *Landscape Plan:*  
*In consultation with SHPO and the property owner, NCDOT will develop a landscape plan for the Schoolfield-Hatcher property. Installation of plantings will be limited to the non-wooded areas of the parcel north and east of the roadway. As the installed plantings mature, they are intended to form a natural buffer between the roadway and the farm's primary structures. NCDOT will replace in kind any landscape elements which die within two years of installation.*
3. *Shifted Roadway Alignment:*  
*The original middle alternative alignment (ALT-1) will be shifted away from the farm's primary structures as described in the shifted alternative (ALT-2) (Appendix A).*

*NOTE: The alignment was shifted as described in the shifted alternative (ALT-2) to reduce impacts to the Schoolfield-Hatcher Farm.*

4. *Access:*

*The new transportation facility with control-of-access fencing will divide the farm into two discontinuous parcels. Access to the first parcel, containing the house and primary farm structures, will be retained via the current driveway. NCDOT will provide a cul-de-sac to allow access to the second parcel.*

*NOTE: The driveway and cul-de-sac are included in the U-2525 B final design plans.*

**Archaeological Commitments:**

1. *Archaeological Monitoring*

*The NCDOT will monitor initial ground-disturbing activities within the property limits of Sites 31GF452\*\* (Schoolfield-Hatcher Farm, U-2525B) and 31GF466 (Site in SE Quadrant of the proposed SR 2352 (North Elm Street) interchange, U-2525 C) in accordance with the attached Archaeological Monitoring Plan (see Appendix B).*

2. *Archaeological Data Recovery*

*Sites 31GF456 (Site near Summit Avenue, U-2525 C) and 31GF466 (Site in SE Quadrant of the proposed SR 2352 (North Elm Street) interchange, U-2525 C) are recommended as eligible for the National Register of Historic Places (NRHP). Both archaeological sites will be avoided by the Undertaking as currently designed; however, if design plans change prior to construction thereby causing an adverse impact to either of these sites, the NCDOT, in consultation with the SHPO and USACE will develop archaeological Data Recovery Plans (DRPs) in order to mitigate the adverse impact(s) to these sites. Given their proximity to the Undertaking, a visual barrier will be placed along the proposed ROW in order to avoid and prevent any disturbance(s) to these sites.*

*NOTE: Both sites are located within the U-2525 C project limits and will be reviewed during future consultations for U-2525 C.*

3. *Cemetery Removal and Relocation*

*The May/Hudson Cemetery (Site 31GF445\*\* in the NE quadrant of the proposed interchange at SR 2770 (Huffine Mill Road), U-2525 B) cannot be avoided and will be relocated in accordance with the provisions of NCGS Chapter 65.*

4. *Access-Denied Areas*

*Of the five (5) areas not surveyed during the study due to denial of access, only the Louise Coble parcel (15.64 acres within the proposed SR 2770 (Huffine Mill Road) interchange, U-2525 B) is to be affected by the Undertaking and will require additional investigations once access has been granted or ROW has been acquired and prior to any construction activities.*

**Project Development and Environmental Analysis Branch, Roadside Environmental Unit and Division 7**

*NCDOT will adhere to Design Standards for Sensitive Watersheds in the areas of the 5 unnamed tributaries (UTs) of South Buffalo Creek that drain into a section of the creek designated as Section 303(d) waters due to turbidity.*